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MINISTRY OF RAILWAYS

(Railway Board)

NOTIFICATION

New Delhi, the 31st July 1962

G.S.R. 1092.—Whereas by the notification of the Government of India in the Ministry of Railways No. 642-TG, dated the 13th October, 1954, issued under section 140 of the Indian Railways Act, 1890 (9 of 1890), the provisions of the said Act except section 135 thereof have been extended to the Bharat Tramway running between Wadhwan city and Surendranagar;

Now, therefore, in exercise of the powers conferred by sub-section (3) of section 47 of the Act as so extended read with the notification of the Government of India in the late Department of Commerce and Industry. No. 801, dated the 24th March, 1905, the Railway Board hereby sanction the following general rules for the working of the Bharat Tramway aforesaid, namely:—

PART I

CHAPTER I

Preliminary

1. **Short title.**—These rules may be called the General Rules for the Bharat Tramway, 1962.

2. **Definitions.**—In these rules, unless there is anything repugnant in the subject or context,—

(1) "Act" means the Indian Railways Act, 1890 (9 of 1890) as amended from time to time;

(2) "adequate distance" means the distance sufficient to ensure safety;

(3) "administration" means the Bharat Tramway Administration;

(4) "approved special instructions" means special instructions approved of or prescribed by the Additional Commissioner of Railway Safety;

(5) "authorised officer" means the person who is duly empowered by general or special order of the Administration, either by name or by virtue of his office, to issue instructions or do any other thing;

(6) "authority to proceed" means the authority given to the Driver of a train, under the system of working, to leave the block station with his train;

(7) "connections" when used with reference to a running line means the points and crossings or other appliances used to connect such line with other lines or to cross it;

(8) "day" means the period from sunrise to sunset;

(9) "Driver" means the engine Driver or other person for the time being in charge of a working vehicle;

(10) "fouling mark" means the mark at which the infringement of fixed standard dimensions occurs, where two lines cross or join one another;

(11) "Ganger" means the person in charge of a gang of workmen employed on the permanent-way, or other works connected therewith;

(12) "Additional Commissioner of Railway Safety"—when used with reference to the Administration means an Inspector appointed to exercise any functions under the Act, in respect of that Tramway;

(13) "Guard" means the person in charge of a train and includes a conductor or a brakesman or any other servant of the Administration who may for the time being be performing the duties of a Guard;

(14) "Inspector of way or works" means any Inspector or Assistant Inspector or other person appointed or engaged by the Administration, responsible for the construction or maintenance of permanent way points and bridges or other works connected therewith;

(15) "main line" means the line ordinarily used for running trains through and between stations;

(16) "night" means the period from sunset to sunrise;

(17) "obstruction" includes a train, vehicle or other obstacle on or fouling a line, or any condition which is dangerous to trains;

(18) "ordinary train" means a train, which is entered in the Working Time Tables;

(19) "passenger train" means a train intended solely or mainly for the carriage of passengers and other coaching traffic;

(20) "special instructions" means instructions issued from time to time by the authorised officer in respect to particular cases or special circumstances;

(21) "running train" means a train which has started under an authority to proceed and has not completed its journey;

(22) "special train" means any train which is not an ordinary train;

(23) "station" means any place on a line of Tramway at which an authority to proceed is given under the system of working;

(24) "station limits" means the portion of the Tramway which is under the control of a Station Master and is situated between the furthermost point towards the outgoing line from the terminal point of the station concerned;

(25) "Station Master" means the person on duty who is for the time being responsible for the working of the traffic and coaching within station limits, and includes the Booking Clerk and any person who is for the time being in independent charge of the working of the points crossings and responsible for obtaining and sending the permission to approach and for giving the authority to proceed;

(26) "system of working" means the system adopted for the time being for the working of trains on any portion of Tramway;

(27) "train" means an engine, with or without vehicles attached or any self-propelled vehicle such as a motor coach, with or without a trailer, which cannot be readily lifted off the track.

CHAPTER II

Working of Trains Generally

A. TIMING AND SPEED OF TRAINS

3. **Standard time.**—The working of trains between stations shall be regulated by the Indian Standard Time.

4. **Adherence to advertised time.**—No passenger train shall be despatched from a station before the advertised time.

5. **Limits of speed generally.**—(1) Every train shall be run on each section of the Tramway within the limits of speed sanctioned for that section by approved special instructions. The sectional speed sanctioned shall be shown in the Working Time Table, a copy of which shall be supplied on issue to the Additional Commissioner of Railway Safety.

(2) The Driver shall regulate and control the running of his train as accurately as possible, according to the Working Time Table, so as to avoid either excessive speed or loss of time; he shall not make up between any two stations more time than is allowed in this behalf by special instructions, and shall observe all temporary speed restrictions.

(3) When it is necessary between stations to indicate temporarily where trains are to run at a restricted speed, signals or indicators of approved type shall be provided, one at a sufficient distance (prescribed under approved special instructions) from the place where the restricted speed shall commence, one at such place, and when necessary, one at the point where a driver may resume normal running.

6. **Limit of speed over facing points.**—(1) The speed of trains over non-interlocked facing points shall not exceed 10 miles (15 kilometres) an hour in any circumstances, and speed over turn outs and crossover shall not exceed 10 miles (15 kilometres) an hour except in accordance with approved special instructions, which may permit a maximum speed not exceeding 20 miles (30 kilometres) an hour.

(2) Subject to the provisions of sub-rule (1) a train may run over facing points interlocked in a manner approved by the Additional Commissioner of Railway Safety, at such speed as may be approved by him.

7. **Pushing engine or train.**—(1) No engine or self-propelled vehicle shall push any train outside station limits except in accordance with special instructions and at a speed not exceeding 15 miles (25 kilometers) an *hour;* provided that this rule shall not apply to an engine assisting in rear of a train which may be permitted under approved special instructions to run without being coupled to the train.

(2) Should it be necessary in the case of accident or any other unavoidable cause, to push a train back to the station from which it is started, the Guard must walk at least at a sufficient distance in advance, exhibiting a hand danger signal until he arrives at the outer most limit of the station, where the train must be brought to a stand. All subsequent movements within station limits shall be controlled by the Station Master, who shall instruct the Driver to shunt back into the station on hand signals.

B. ATTENDANCE, DISCIPLINE AND EQUIPMENT OF STAFF WORKING TRAMWAY

8. **Time of attendance of guard at station.**—Every Guard shall be in attendance at the station from which his train is to start at such time as may be ordered by the authorised officer.

9. **Guard to be in charge of the train.**—After the engine has been attached to a train, and during the journey, the Guard shall be in charge of the train in all matters affecting stopping or movement of the train for traffic purposes. However, in the absence of the Guard his duties shall devolve on the Driver.

10. **Subordination of guards in station limits.**—When a train is within station limits, the Guard shall be under orders of the Station Master.

11. **Drivers: When to attend.**—The Driver shall be with his engine at such time previous to the starting of the train as may be ordered by the authorised officer.

12. **Driver to obey certain orders.**—After an engine has been attached to a train and during the journey, the driver shall obey—

(a) the orders of the Guard in charge of the train, in *all* matters affecting the starting, stopping or movement of the train for traffic purposes; and

(b) all orders given to him by the Station Master or any servant of the Administration acting under the special instructions, so far as the safe and proper working of his engine will admit.

13. **Guard's equipment.**—Every Guard shall have with him while on duty with his train—

(a) a red and a green flag,

(b) a whistle,

(c) a hand signal lamp,

(d) a watch,

(e) a copy of these rules or portions thereof as have been supplied to him under rule 46,

(f) a copy of Working Time Table and such other articles as may be prescribed by the Administration from time to time.

14. **Driver's equipment.**—Every driver must have with him while on duty with his train—

(a) a copy of these rules or such portion thereof as have been supplied to him under rule 46,

(b) a copy of the Working Time Table and such other articles as may be prescribed by the Administration from time to time,

(c) a watch.

C. PRECAUTIONS BEFORE STARTING TRAINS

15. **Couplings.**—No vehicle that is not fitted with couplings or with a central coupling of approved pattern shall be attached to a passenger train.

16. **Duties of the Guard when taking over charge of the train.**—The Guard when taking over charge of a train shall satisfy himself before the train is despatched—

(a) that the train is properly coupled,

(b) that the train is provided with the prescribed brake power,

(c) that the doors of all carriages and wagons are in proper working order and can be closed and fastened,

(d) that the train carries all necessary lamps and that such lamps are lighted and kept burning brightly when required,

(e) that the appliance, if any, for communication between the Guard and Driver is in proper working order, and

(f) generally, that as far as he can ascertain, the train is in a state of efficiency for travelling.

17. **Responsibility of station master before giving permission to start train.**—The Station Master shall see before he gives the permission to start a train that all is right for the train to proceed.

18. **Permission to start from the station.**—The Guard in charge of a train shall not give the signal for starting the train from a station at which it has stopped until he has received permission from the Station Master.

19. **Driver to examine engine before starting.**—The Driver shall, before starting, satisfy himself that his engine is in proper working order.

20. **Duties of Drivers regarding engine lamps.**—The Drivers shall before starting see that the proper engine lamps are shown and that lamps are kept burning brightly at night and in thick or foggy weather.

21. **Drivers not to start without an authority to proceed and Guard's signal.**—A Driver shall not start his train from a station without the authority to proceed and until the Guard in charge of the train has given the signal to start.

D. DUTIES OF STAFF-WORKING TRAINS DURING JOURNEY

22. **Guard to keep a good look out.**—During the journey including halts at stations, every Guard shall keep a good look-out and satisfy himself from time to time that the tail board and brake van lamps, if required, are burning brightly, that the train is complete in every respect and is proceeding in a safe and proper manner.

NOTE.—The term 'brake van lamp' includes 'tail lamp'.

23. **Driver and Fireman to look back.**—The Driver and the Fireman shall look back frequently during the journey to see whether the train is following in a safe and proper manner.

24. **Driver to keep a good look-out.**—Every Driver shall keep a good look-out while the train is in motion.

25. **Attracting attention of Driver.**—If any Guard sees reason to apprehend danger, or considers it necessary for any reason to stop the train, he shall use his best endeavours to attract the attention of the Driver by available means.

26. **Permission of Guard to detach engine from train.**—When a train has been brought to a stand outside station limits or on a grade the Driver shall not detach his engine from the train without permission of Guard, who, before giving such permission shall satisfy himself that the van brakes have been put on securely, and take such other measures as may be necessary or prescribed by special instructions.

27. **Starting and stopping of train.**—The Driver shall start and stop his train carefully and without a jerk.

28. **Sounding the engine whistle.**—Except under special instructions the Driver shall always sound the engine whistle or the horn,

(a) before putting an engine in motion;
(b) at such other times as may be prescribed by special instructions.

E. DUTIES OF STAFF ON ARRIVAL OF TRAIN

29. **Guard to see that train is stopped clear of fouling marks.**—When a train comes to a stand at a station, the Guard shall see that the train has arrived complete and wherever possible, the last vehicle of his train has cleared, the fouling marks of all points and crossings. If not he shall inform the Station **Master at once.**

30. **Driver to see that train is stopped clear of fouling marks.**—When a train comes to a stand at a station, the driver shall see that, wherever possible, his engine is clear of the fouling marks of all points and crossings. If not, he shall take steps to inform the Station Master at once.

31. **Moving of train carrying passengers after it has been stopped at stations.**—When a train carrying passengers has been brought to a stand at a station, whether alongside, beyond, or short of the platform, the Driver shall not move it, except under orders of the Guard in charge of the train, or to avert an accident.

32. **Passengers.**—Every Guard shall give his best assistance to the passengers entraining and detraining.

33. **Driver not to leave engine when on duty.**—No Driver shall leave his working engine or his self-propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent man has been placed in charge of the engine or vehicle. In the case of self-propelled vehicle manned by a Driver only, a Driver may leave it when necessary, provided he has put the vehicle in low gear with the ignition switch in the "off" position and has screwed down and locked the hand brakes.

34. **Searching of trains and vehicles shunted off at station.**—The Station Master shall be responsible that each train after finishing its journey and all vehicles shunted off at the station as "empties" are carefully searched.

F. SHUNTING AND SECURING OF VEHICLES

35. **Control of shunting.**—Shunting operations shall be controlled by hand signals or by verbal directions.

The Driver shall not, however, trust entirely to signals but shall always be vigilant and cautious.

36. **Shunting.**—The Station Master shall see that the shunting of trains or vehicles is carried only at such times and in such manner as will not involve danger.

37. **Obstruction of line.**—No servant of the Administration shall commence any loading, shunting or other operation by which any running line may be fouled or obstructed without obtaining the previous sanction of the Station Master, or of some servant of the Administration appointed in this behalf by special instructions, who shall see that all necessary steps are taken for the protection of traffic while such operation is being carried on.

38. **Obstruction of running line.**—No vehicle shall be moved so as to foul or obstruct any running line unless the previous sanction of the Station Master has been obtained.

39. **Securing of vehicles at stations.**—The Station Master shall see that the vehicle standing at the station are properly secured in accordance with special instructions.

G. PROPER RUNNING LINE

40. **Proper running line.**—The Driver shall take his train along the proper running line.

H. PRIVATE ENGINES AND VEHICLES

41. **Private engine and vehicles.**—No engine or other vehicles, the property of a private owner, shall be allowed to enter upon the tramway, except in accordance with special instructions.

CHAPTER

Accidents

42. **Duty for securing safety.**—(1) Every servant of the Administration shall:—

(i) see that every exertion is made for ensuring the safety of the public;

(ii) promptly report to his immediate superior any occurrence affecting the safe or proper working of the Tramway which may come to his notice; and

(iii) render on demand all possible assistance in case of an accident or obstruction.

(2) Every servant of the Administration who observes—

(i) that any point, crossing or turn table is defective;

(ii) any obstruction failure or threatened failure of any part of the way or works;

(iii) anything wrong with a train; or

(iv) any unusual circumstances likely to interfere with the safe running of trains, or the safety of the public, shall take immediate steps, such as the circumstances of the case may demand, to prevent an accident; and, where necessary must advise the nearest Station Master by the quickest possible means.

(3) The mechanic on duty at the City Station shall see that the brakes, wheels, hooks, springs, and all parts of the train and engine are in order and that the train is in perfect running order and safe for running on the line without any risk of accident.

43. **Accident or obstruction.**—(1) When a report of any accident or obstruction is received by the Station Master he shall see that all necessary precautions are taken by the most expeditious means possible, for the protection of traffic.

(2) If any accident happens to a train, the Station Master shall arrange for all necessary assistance to be sent to the train.

(3) The Station Master shall, as soon as practicable, report each accident in accordance with special instructions.

44. **Sending advice of accident or break-down.**—If the engine is for any reason unable to proceed, the Guard in charge of the train shall send advice to the nearest station, stating the nature and cause of the accident, and if assistance has been asked for he shall not allow the engine or any portion of his train to be moved until such assistance arrives. He shall also take action in accordance with General Rule 83. However, if the assistance has been called for from a terminal station the train may be allowed to move only after assuring that the track upto the terminal station is clear.

45. **Fire.**—In the event of a servant of the Administration noticing a fire likely to cause damage to property of the Administration, he shall, take all possible steps to extinguish it and to prevent it from spreading and report the occurrence to the nearest Station Master except that in the case of fire on electrical equipment he shall make no attempt to extinguish the fire but shall in every case report the occurrence to the nearest Station Master immediately unless he shall have received special instructions directing otherwise. The Station Master on receipt of information of fire shall take such action as may be prescribed by special instructions.

CHAPTER IV

Additional rules applying to servants of the Administration generally

46. **Supply of copies or translations of rules.**—(1) The authorised officer shall supply—

(i) to each station, and to each engine running shed, a copy of these rules in English, and

(ii) to each servant of the Administration on whom any definite responsibility is placed by the said rules. and who understands English, a copy of such portions thereof as relate to his duties.

(2) The authorised officer may at his discretion, supply to any servant of the Administration who does not understand English a translation in a language which he understands, of these rules, or of such portions thereof as relate to his duties.

47. **Production of rules.**—Every servant of the Administration who has been supplied under rule 45 with a copy of translation of these rules shall produce the same on demand by any of this superior officers.

48. **Application for new copy of rules.**—If any such copy or translation, supplied to any servant of the Administration is lost or defaced, he shall apply to his immediate superior for a new one.

49. **Acquaintance with rules.**—Every servant of the Administration whether supplied or not with a copy of translation of the rules relating to his duties shall make himself acquainted with such rules; and the Administration shall ensure that he does so.

50. **Assistance in carrying out rules and reporting breaches thereof.**—Every servant of the Administration shall assist, whenever necessary in carrying out these rules and shall report forthwith to his superior any breach thereof which may come to his notice.

51. **Trespass.**—Every servant of the Administration shall endeavour to prevent any trespassing by persons or cattle on railway premises.

52. **Parting of a train.**—If any servant of the Administration notices that a train has parted he shall not show a danger signal to the Driver but shall endeavour to attract the attention of the Driver and Guard by shouting and gesticulating.

53. **Prompt obedience to orders.**—Every servant of the Administration shall promptly obey all lawful orders given by any person placed in authority over him.

54. **Hours of attendance for duty.**—Every servant of the Administration shall be in attendance for duty at such times and for such periods as may be fixed in this behalf by the Administration and shall also attend at any other time at which his services may be required.

55. **Absence from duty.**—(1) No servant of the Administration, shall without the permission of his superior officer, absent himself from duty. or alter his

appointed hours of attendance or exchange duty with any other servant of the Administration.

(2) If any servant of the Administration desires to absent himself from duty on grounds of illness he shall immediately report the matter to his superior officer, and shall not leave his duty until a competent person has been placed in charge thereof.

56. **Use of spirituous or fermented liquor on duty.**—(1) No servant of the Administration shall come on duty in a state of intoxication.

(2) No servant of the Administration directly connected with the working of trains shall, when on duty or in uniform, obtain or partake of spirituous or fermented liquor, except in accordance with special instructions. (See Section 120 of the Act.)

57. **Conduct generally.**—(1) The conduct of all servants of the Administration shall be prompt, civil and obliging.

(2) Every such servant shall at all times afford every proper facility and be careful to give correct information to the public.

58. **Finding of lost articles.**—Any servant of the Administration who finds on the Tramway or in any vehicle any article or articles which appear to have fallen from a train or to have been lost, shall immediately deliver or send the same to the nearest Station Master, to be dealt with in accordance with special instructions.

59. **Notice before leaving service.**—Every servant of the Administration shall, before leaving the service, give the Administration a notice specified in his agreement and if no notice is so specified then the notice specified in the rules relating to his service.

60. **Surrender of property on leaving service.**—When a servant of the Administration leaves the service, he shall deliver to the Administration or to a person appointed by the Administration in this behalf, any property in his custody which belong to the Administration.

CHAPTER V

Additional rules applying to Station Masters

61. **Responsibility of Station Master for working.**—(1) The Station Master shall be responsible for the efficient discharge of the duties devolving upon the several members of the staff employed, either permanently or temporarily under his orders at the station or within station limits; and such staff shall be subject to his authority and directions in the working of the station.

(2) The Station Master shall also be responsible that the general working of the station is carried out in strict accordance with the rules for the time being in force.

62. **Permission to approach and authority to proceed.**—No person other than the Station Master shall ask for or give permission to approach, or give authority to proceed.

63. **Responsibility for the whole working machinery.**—The Station Master shall see that—

(a) all signals, points, gates of level crossings, and the whole working machinery of his station are in proper working order and shall immediately report all defects therein to the proper authority,

(b) the points, crossings and turntables are clamped as required.

64. **Daily inspection of station.**—The Station Master shall daily inspect the station, and see that all rooms, offices, platforms, and other appurtenances are kept neat and clean.

65. **Responsibility of Station Master for property.**—The Station Master shall be responsible for the security and protection of the property of the Administration at his station.

66. **Responsibility of the Station Master for exhibition of time-tables and fare-lists and keeping of record.**—The Station Master shall see—

(a) that the time-table in force together with fare-lists are duly exhibited at the station; and

(b) that the records entrusted to him are properly kept.

67. **Obedience to orders and keeping of books and returns.**—The Station Master shall see that all orders and instructions are duly conveyed to the staff concerned and are properly carried out, and that all books and returns are regularly written up and neatly kept.

68. **Behaviour of servants.**—The Station Master shall see that all servants at his station behave respectfully and civilly to the public and to passengers of every class.

69. **Assistance to passengers.**—(1) The Station Master shall see that each member of the platform staff is acquainted with the times of arrival and departure of all passenger trains, so as to render information to the public when required.

(2) Upon the arrival at a station of a train carrying passengers the Station Master shall see that the station staff pay immediate attention to any indication shown by passengers of their desire to receive assistance.

70. **Report of neglect of duty.**—The Station Master shall report, without delay to his immediate superior, all neglect of duty on the part of any servant of the Administration who is under his orders.

CHAPTER VI

PERMANENT WAY OR WORKS

Servants employed on the permanent way or works

71. **Maintenance of line.**—The Administration shall see that the length of the line or works under its charge is efficiently maintained, and the administration or any authorised person appointed or engaged by it in this behalf shall in addition to the above see:—

(a) to the security of all rails, chairs, sleepers and other material and that such of the said articles as are not actually in use are kept clear of the line and properly stacked;

(b) that a gang is furnished with a permanent way gauge and a set of flag signals.

72. **Trespassing.**—Each Ganger shall endeavour to prevent any trespassing by persons or cattle on his length of line or within the fences thereof.

73. **Fire.**—If a fire occurs on any tramway premises at or near any portion of the tramway where gangmen are employed they shall endeavour to extinguish it to prevent it from spreading except that in the case of the electrical equipment a gangman shall make no attempt to extinguish the fire but shall report the occurrence to the nearest Station Master immediately and shall inform any passing train or trolly, unless special instructions shall have been received directing otherwise. If there be more than one gangman, the occurrence shall be reported to the Station Masters on both sides.

74. **Work involving danger to trains or traffic.**—A gang shall not commence or carry on any work which will involve danger to trains or to traffic without the previous sanction of the Inspector of Way or Works, or of some competent servant of the Administration appointed in his behalf by special Instructions; and the servant of the Administration who gives such sanction shall himself be present to superintend such work and shall see that the provisions of rule 80 are observed.

75. **Work in thick or foggy weather.**—In thick or foggy weather, no rail shall be displaced, and no other work which is likely to cause obstruction to the safe passage of trains shall be performed except in cases of absolute necessity.

76. **Putting in or removing points or crossings.**—Except in cases of emergency, no servant of the Administration shall put in or remove any points or crossings otherwise than as permitted by special instructions.

77. **Presence and responsibility of Ganger.**—When repairing, lifting or lowering the line or when performing any other operation which will make it necessary for a train to proceed cautiously the Ganger, shall himself be present at the spot and shall be responsible that the caution signals prescribed in rules are shown.

78. **Duties of Ganger when apprehending danger.**—If a Ganger considers that the line is likely to be rendered unsafe or that any train is likely to be endangered, in consequence of any defect in the way or works or of abnormal rain or flood or any other occurrence, he shall take immediate steps for securing the stability of the line and the safety of trains, by using the prescribed signals for trains to "Proceed with Caution" or "Stop" as necessity may require; and shall as soon as possible report the circumstance to the nearest Station Master and to the Inspector of Way or Works.

79. **Precautions before commencing operations which would obstruct the line.**—No person employed on the Way or Works shall change or turn a rail, disconnect points or signals or commence any other operation which would obstruct the line and necessitate the showing of danger signals.

80. **Showing signals.**—When 'Proceed with Caution' hand signals have to be shown, a competent man shall be sent to show these signals in such manner as to be plainly visible to the driver.

81. **Protection of trains.**—Every servant of the Administration employed on Way or Works shall, on the requisition of the Guard or Driver in charge of a train render assistance for the protection of the train.

CHAPTER VII

System of Working

82. All trains working between stations shall be worked on "One Engine Only" system.

CHAPTER VIII

The 'One Engine Only' System

83. **Essentials of the 'One Engine Only' System.**—Where trains are worked on the 'One Engine Only' System, only one engine in steam, or two or more engines either coupled together or on the same train shall be on the line at one and the same time.

An "authority to proceed" shall be handed over to the driver at the originating station *viz.* Wadhwan City, authorising him to proceed to Surendranagar and return to Wadhwan City in accordance with the rules.

84. **Procedure in case of accidents.**—(1) If a train becomes disabled and requires assistance or if an accident occurs which renders it impossible for the engine (or if two or more engines are either coupled together or are on the same train, for one or more of such engines) to proceed, the *Guard* in charge of the train shall instruct the Driver to keep the engine stationary until his return and shall then proceed to the station from which assistance can best be obtained and inform the Station Master thereof of the circumstances.

(2) Such Station Master may then allow another engine to enter the line.

(3) The other engine shall be accompanied by the *Guard* in charge of the disabled train who shall explain to the Driver where, and under what circumstances, the disabled train is situated.

(4) The *Guard* shall be responsible for the safe and proper working of the line until each engine has left it and it is again clear.

(5) If there be no *Guard* in-charge of the disabled train the Driver shall perform the duties imposed by this rule on the *Guard.*

CHAPTER IX

Penalties

85. **Penalty for breach of rules.**—Any servant of the Administration committing a breach of any of the rules in this part shall forfeit a sum not exceeding one month's pay, which may be deducted by the Administration from his pay [*vide* section 47(2) of the Act].

PART II

CHAPTER I

Carriage of Passengers

1. **Passengers' tickets.**—Tickets issued to passengers shall be available only from the date and for the period specified by the Administration.

2. **Reservation of seat or berth.**—The Administration may reserve a seat, berth, compartment or carriage, as the case may be, in a passenger train, in accordance with conditions published in the Time Table in force from time to time, and no person or persons other than for whom the accommodation is so reserved shall occupy such accommodation except with the permission of a servant of the Administration appointed in this behalf by the authorised officer.

3. **Charge entered incorrectly in receipt or tickets.**—If any charge is entered incorrectly in a receipt or ticket given to a passenger, the Administration may correct the entry.

4. **Passenger changing to a superior class of carriage.**—If any passenger desires to change from an inferior to a superior class of carriage on payment of the difference in fare, the Guard in charge of the train or such other servant of the Administration as may be appointed in this behalf by the authorised officer shall take the necessary steps for effecting such change.

5. **Restrictions on the use of certain trains by passengers.**—The Administration may restrict or prohibit the carriage by certain trains of certain or all classes of passengers for specific distance or between specified stations and no person shall travel in contravention of any such restriction or prohibition.

6. **Lady passengers.**—When ladies are travelling alone the Guard shall pay every attention to their comfort, and in placing them in the train shall, if so requested, endeavour to select a carriage (according to the class of the lady's tickets) in which other ladies are travelling.

7. **Prisoners and insane passengers.**—(1) Military prisoners in all cases, civil prisoners if insane, violent or dangerous, and insane persons, shall not be allowed to mix with other passengers, but shall upon reserved accommodation being engaged be placed with their escort or attendants in a prison-van or in a separate compartment, as the case may be.

(2) Other parties of prisoners, when inclusive of guards the party exceeds five in number, shall also be carried in the same manner.

(3) The term 'prisoner' includes an accused person and a person under trial or travelling for the purpose of undergoing trial as well as persons who have already been convicted.

PERSONS SUFFERING FROM INFECTIOUS OR CONTAGIOUS DISORDERS

8. **Diseases deemed to be "Infectious or Contagious Disorders".**—For the purpose of the Act and these rules the following shall be deemed to be infectious or contagious disorders, namely:—

1. Cerebrospinal Meningitis.
2. Chicken Pox.
3. Cholera.
4. Diptheria.
5. Leprosy.
6. Measles.
7. Mumps.
8. Plague.
9. Scarlet Fever.
10. Small Pox.
11. Typhus Fever.
12. Typhoid fever.
13. Whooping cough.

9. **Conditions on which passengers suffering from infectious or contagious disorders may be carried.**—No passenger suffering from an infectious or contagious disorder shall be carried in any train unless—

(a) he has engaged a reserved compartment for himself and his attendants;

(b) all necessary arrangements have been made in pursuance of section 71 of the Act, for the separation of the passenger and his attendants, during the whole time that they remain upon the Tramway, from other persons being or travelling upon the Tramway; and

(c) any other special precautions which the servant of the Administration giving the permission mentioned in the said section may consider necessary have been taken to prevent infection or contagion being communicated to other person being or travelling upon the Tramway.

DISINFECTION OF CARRIAGES

10. **Disinfection of carriages.**—When any carriage has been entered by a person suffering from an infectious or contagious disorder the carriage shall be disinfected in accordance with special instructions, immediately after it has arrived at its destination; and no passenger shall be allowed to enter it until the disinfection has been completed.

11. **Free allowance of passengers' luggage.**—A certain quantity of each passenger's luggage within a limit of weight to be fixed from time to time by the Administration, shall be allowed free of charge, provided the passenger presents his luggage for weighment before the commencement of his journey.

12. **Luggage in carriage with passenger.**—A passenger may take into a carriage only such small articles of personal luggage as are required for his own use on the journey and can be placed in the carriage without inconvenience to other passengers or reducing the available accommodation in the carriage.

CHAPTER II

Offences by passengers and other persons

13. **Duties of Station Master in case of drunkenness or nuisance.**—The Station Master shall use all reasonable means to stop any annoyance that may be caused by any act referred to in section 120 of the Act, and if any person is removed from the Tramway under that section shall, if necessary, direct steps to be taken for his prosecution thereunder.

14. **Smoking or having open light or fire on railway premises or keeping open light or lighted lamp in carriage.**—Any person who—

(a) is found smoking or, having an open light or fire, in a goods shed or a store yard, or,

(b) persists in keeping an open light or a lighted mineral oil lamp in a carriage after being warned by a servant of the Administration or a police officer to desist, or,

(c) persists in smoking on any other portion of the Tramway premises after being warned by a servant of the Administration or a police officer to desist, shall, if the act is deemed by the authorised officer to be dangerous, immediately be removed from the Tramway premises.

15. **Exclusion of persons from railway premises.**—(1) The Administration may exclude and if necessary remove, from the station platform or any part of the Tramway premises—

(a) any person not being a *bonafide* passenger nor having any business connected with the Tramway,

(b) any person who having arrived at a station by train and having no business connected with the Tramway refuses to leave the Tramway premises when required to do so;

(c) any other motor vehicles, or any class of vehicles not being *bonafide* carried or to be carried by the Tramway.

(2) No political meetings shall be held on any part of the Tramway premises, and the Administration may exclude from the station platform or any other part of the Tramway premises any person attending such meeting whether

such person is or is not in possession of a ticket authorising him to be on the said premises.

16. **Unauthorised persons on engine or tender.**—No person unless he is authorised by the authorised officer, shall ride on the engine or tender, or in, under or upon, any vehicle or portion of a vehicle not intended for the carriage of passengers.

17. **Begging.**—No person, whether in possession of a ticket or not, shall beg or solicit alms, subscriptions or charity, in any part of the Tramway premises or in the trains.

18. **Investigation by Station Master in case of offence by passenger.**—If any passenger commits any offence, under the Act, not being of the nature referred to in rule 13 or rule 14, the Station Master shall immediately investigate the case, and exercise his discretion as to the proceedings to be taken, after referring (by telegraph if necessary) to his immediate superior for instructions.

19. **Guards to prevent breach of rules.**—Guards shall exert themselves to prevent any breach of the rules by the passengers or other persons.

20. **Arrest.**—The power of arrest conferred by sections 131 and 132 of the Act shall be exercised with the greatest caution.

21. **Passengers' duties.**—Passengers detraining at stations shall pass through the station compound door and deliver their tickets or show the season ticket.

22. **Travelling on foot-board.**—No passenger shall travel on the foot-board or entrain or detrain while the train is in motion.

23. **Entering trains.**—No passenger shall enter a carriage or engine when the same is empty and is being taken over the turn-table for changing the side or is away from the main line.

CHAPTER III

Penalties

24. **Penalty for breach of rules.**—Any person other than a servant of the Administration committing a breach of any of the rules in this part shall, unless a different punishment for the offence is provided in the Act, be punishable with fine not exceeding fifty rupees.

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P. C. MATHEW, Secy.

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